

Foreword by S. Robert Powell to Peter Grant's Leonor Loree and the Delaware & Hudson Railroad

S Robert Powell, Your examination of
railroad development in North-
eastern Pennsylvania has contributed
greatly to our understanding of
the industrial development of
the area. Your influence has been
invaluable. Thank you.

Peter H Grant
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Peter H. Grant is a portrait of Loree, from 1877, when he was hired by the Pennsylvania Railroad as a rodman, to 1938 when he retired, having given a magnificent performance for 31 years as the eighth president of the Delaware and Hudson Railroad.

When elected president of the D&H in 1907, Loree, devoted his time and talents to rehabilitating and rebuilding the D&H; building or re-building yard facilities improving or constructing locomotive terminals; construction of Wilkes-Barre Connecting Railroad; reducing grades on existing lines.

The modernization of D&H motive power was his passion. In 1910 he ordered six 0-8-8-0 Mallet compounds from The American Locomotive Works (ALCo); in 1911-1912, he ordered seven more. In 1914, he purchased ten Pacifics (4-6-2) from ALCo for the Montreal passenger service. In 1916, No. 1200 (E-6, 2-8-0, 63,950 pounds of tractive effort) was made by ALCo for the D&H. The following year, 1917, Loree ordered 20 E-6a engines from ALCo. From the early 20s to the mid-30s,

under his direction, more than 100 locomotives were rebuilt by the D&H: chrome plating was added to boiler jackets, smoke deflectors were added to the 10 Pacifics, all locomotives got a coat of black enamel; roller bearings were added to driver journals.

On December 28, 1917, President Woodrow Wilson, by proclamation, took over all transportation systems in the United States, and for two years and two months the Federal government ran the railroads in America, and inaugurated changes in the wage scale and a rigid seniority rule for promotions and layoffs, disregarding an employee's ability. The pernicious consequences of the Federal government's heavy hand in American railroads, coupled with the cancerous growth of labor unions and the emergence of welfare capitalism polluted, and eventually destroyed, the American industrial playing field (and the companies that were established thereon) that was established in the nineteenth and early twentieth centuries by visionary capitalists and railroad magnates like Leonor Loree. As Loree observed in an address, on April 23, 1923: "Railroading is no longer a business, it has become a calamity."

Particularly galling to Loree, as we learn from Pete Grant's presentation of these problematical years (the 1920s) in the history of the D&H was the fact that in the government and union-controlled railroads that emerged at this time, the individual qualities and qualifications of the men who worked on the railroads were disregarded in the employment decision-making process. Loree, on the other hand, believed that "Railroads should not be bound by rigid rules that do not take into consideration qualifications other than the seniority status..." There were, said he, three ways to improve the quality of the workforce: "...employ a better class of men, discharge the vicious and incompetent, and educate those kept." Harnessed by the Federal government and by labor unions, Loree directed his energies to projects that could be carried out in spite of the federal government and the unions.

And so he focused on motive power, and booster engines were installed on D&H engines. And then came the four magnificent Loree "experimentals": in 1924, the *Horatio Allen*, No. 1400; in 1927, the *John B. Jervis*, No. 1401; in 1930, the *James Archbald*, No. 1402; and in 1933, the *L. F. Loree*, No. 1403.

Remarkable facts about Loree not generally known about the man emerge, periodically, in Peter Grant's remarkable portrait of Loree: he was a voracious reader, and it was not unusual for him to read three books in a single day. He resided on a 31-acre country estate named "Bowwood" in West Orange, NJ, that he bought in 1911 and which he developed over the years, and where he established a herd of Guernsey cattle and a flock of Orpington chickens and a flock of Dutchess pigeons (the squabs of which were a culinary favorite of Loree's). There was an apiary on his estate. In his orchards there were apple, peach, pear, and cherry trees.

Peter H. Grant's *Leonor Loree and the Delaware and Hudson Railroad* is an important addition to the history of the Delaware and Hudson Railroad. Whether you know very little about Loree or a great deal about Loree, your knowledge about the Delaware and Hudson Railroad and about railroading in America in the nineteenth and twentieth centuries will be enriched if you read this book.

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